

## Masonic Temple

### Weekly Calendar

**MONDAY:**  
Leah Chapter No. 2, O.  
E. S. - Regular.

**TUESDAY:**  
Honolulu - First Degree.

**WEDNESDAY:**  
Honolulu - Second Degree.

**THURSDAY:**  
Honolulu Chapter - Regular  
7:30 p. m.

**FRIDAY:**  
Oceanic - Second Degree.

**SATURDAY:**

All visiting members of the  
Order are cordially invited to  
attend meetings of local lodges.



Meet on the  
2nd and 4th  
Mondays of  
each month  
at K. P. Hall  
7:30 P. M.  
Members of  
other Asso-  
ciations cor-  
dially invited.

**W. M. MCINLEY LODGE, NO. 8,  
K. of P.**

Assembly 2nd and 4th Sat-  
urday evening at 7:30 o'clock in  
K. of P. Hall, cor. Fort and  
Bovemann. Visiting brothers  
cordially invited to attend.  
A. F. GIBBY, C. C.  
P. F. KILGUS, K. R. S.

**OAHU LODGE NO. 1, K. of P.**

Meets every first and third Fri-  
day at 7:30 o'clock, Pythian  
Hall, corner Beretania and  
Fort streets. Visiting brothers  
cordially invited to attend.  
S. DECKER, C. C.  
O. HEINE, K. of R. & S.

**HONOLULU LODGE, 616, B. P. O. E.**

Honolulu Lodge No. 616,  
B. P. O. E. Kils, meets in  
their hall, on King St.,  
near Fort, every Friday  
evening. Visiting Brothers  
are cordially invited to  
attend.  
D. P. R. ISENBERG, E. R.  
GEO. T. KUEGEL, Sec.

**HAWAIIAN TRIBE NO. 1, I. O. R. M.**

Meets every first and third  
Tuesday of each month in  
Fraternity Hall, I. O. O. F.  
building. Visiting Brothers  
cordially invited to attend.  
HENRY A. ASCH, Sachem.  
LOUIS A. PERRY, C. of R.

**HONOLULU AFRIC 140, F. O. E.**

Meets on second and fourth  
Wednesday evening of each  
month at 7:30 o'clock, in  
San Antonio Hall, Vineyard  
street, near Emma. Visiting brothers  
are invited to attend.  
W. M. JONES, W. P.  
J. W. ASCH, Secy.

**HONOLULU LODGE NO. 800,  
L. O. O. F.**

will meet in Odd Fellows' building,  
Fort street, near King, every Friday  
evening at 7:30 o'clock.  
Visiting brothers cordially invited  
to attend.  
AMERSON J. WITZ, Dictator.  
E. A. JACOBSON, Secretary.

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## Shipping

(Additional Shipping News on Page 10)

## QUARTERMASTER AND CARPENTER LOST LIVES IN ROSECRANS

Well Known Oil Tanker Driven on Rocks Off Santa Barbara—Brave Railroad Men Save Thirty-four—Wilhelmina Brought Few Tourists—Hilonian Here With Record Puget Sound Cargo—Several Departures Among Inter-Island Fleet—Lurline Sailing for Coast This Evening.

The victim of a southeaster, one of the worst that has struck the southern coast of California in years, the Associated Oil Company's tanker Rosecrans, which was regularly engaged in the transportation of fuel oil between Gavito and the Hawaiian Islands, is a hopeless wreck on the rocks of Alcatraz, thirty miles to the north of Santa Barbara.

The wreck of the Rosecrans also claimed two victims, they being Quartermaster Arnold Mullberg and William Weyman, the ship's carpenter. Mullberg was valiantly trying to launch a lifeboat from the port side of the Rosecrans when he was struck by a ponderous wave that completely enveloped the steamer and he was never seen again. Weyman put up a brave fight for his life battling in the surf for more than half an hour when he was forced to give up owing to the waterlogging of the buoy to which he had been clinging. Already weak after many hours of hard work on the steamer, Weyman was unfit for an attempt to swim through the breakers and with a farewell wave to the crew and many spectators on the shore sank into a watery grave.

The ship's crew totaled thirty-six men, and that more lives were not lost was due to the heroic efforts of S. J. Osborne and other Southern Pacific employees, who were rushed to the scene. With ropes and a breeches buoy thirty-four of the crew were safely landed, though all were nearly exhausted and faint from their strenuous experience throughout the stormy night.

The Associated Press dispatches received at the time of the disaster gave only meager detail of the disaster, which is one of the worst that has occurred on the Southern California coast in a long time.

The Rosecrans had just returned from Honolulu and was to take on oil at Alcatraz, where the Santa Maria ship lies beached. Anchored about 500 yards off shore after a heavy battle with the elements, the Rosecrans rode the waves until about 3 o'clock, when the storm broke with increased fury. To attempt to get out, the officers agreed, would be foolhardy. Captain Johnson ordered both anchors out, but, despite these and the strength of the reversed engines, the ship was slowly drawn nearer and nearer the rocks.

All hope of saving the Rosecrans was abandoned by her captain, Lucian F. Johnson, when the hole appeared in her side and the engine was flooded. Prior to that time the wireless operator had been frantically calling for aid and having received no answer from San Pedro it was believed that a rescuing boat might arrive on the scene in due time. Later it developed that the lumber schooner Dispatch had heard the distress signal for aid at about the break of day and she steamed alongside only to find that she could do nothing to save the partly sunken craft.

J. A. Johnson, the first mate, was free to discuss the wreck, stating that the blame could be attributed solely to the unexpected storm.

The Rosecrans is an iron vessel 335 feet long and 2970 gross tonnage. She was built in Glasgow, Scotland, in 1883 for the Castle Steamship line and for a long time ran between London and Cape Town being known as the Methven Castle. During the Spanish war she was purchased by the United States Government and placed in the transport service and was a regular visitor to Honolulu, when sold to the oil company. She is valued at about \$100,000.

When the Rosecrans sailed from San Francisco bound for Gavito, the vessel was manned by a crew of thirty-six, including the following officers:

Captain, L. F. Johnson; first mate, J. A. Johnson; second mate, H. Mullins; third mate, H. Toft; chief engineer, C. Husar; first assistant engineer, J. Gilmore; second assistant engineer, H. Hensch; third assistant engineer, H. Theman.

Wilhelmina Here with Several New Officers.

Several changes have been made in the personnel of the official staff in the Matson Navigation line Wilhelmina. Local shipping men met for the first time H. Frankel, now freight clerk and Marconi wireless operator, who is making his initial visit to the islands in the Matson steamer.

The Wilhelmina was an early arrival at the Hackfeld wharf, owing to Dr. F. E. Trotter, the newly appointed Federal quarantine officer, being a passenger. The doctor was authorized to grant the ship partique, thereby insuring prompt appearance at wharf.

In a change made in the engineering staff, Charles Gibbs has been installed as second engineer. Freight Clerk Frankel takes the place vacated by H. B. Meyers, who has assumed the ownership in the Lurline.

The Wilhelmina met with fine weather from the time of leaving the Golden Gate behind until her arrival in the harbor this morning. The usual deck sports and program of entertainments were launched and successfully carried through, to the delight of the passengers.

Purser Drew did all that was possible to assist in making the voyage a pleasant one for 67 cabin and 3 steerage passengers.

The Wilhelmina is making a brief stay in port, being scheduled to sail for Hilo tomorrow evening at 5 o'clock, there to discharge 1589 tons general cargo.

The Wilhelmina brought 1369 tons freight for Honolulu. A later mail, amounting to 125 sacks, arrived this morning in this vessel. The list of passengers brought by the Wilhelmina is a trifling story on a Honolulu favorite, the tourist.

**Why the Falls of Clyde Was Saved.**

The American ship Falls of Clyde, which was in grave danger of becoming a total loss off the coast of Southern California during the storm which wrecked the Rosecrans, was saved through being securely moored. Two anchors were sent down immediately following the appearance of the storm, while the Rosecrans dropped but one and for further protection was depending on lines attached to buoys. When the wind came up in all its fury, the Falls of Clyde strained at her anchor chains but was moved only a short distance, while the Rosecrans not only dragged her anchor but broke her buoy lines and soon was washed to within fifty feet of shore.

**Prometheus Chartered for More Fertilizer.**

The Norwegian steamship Prometheus is understood to have been secured for another round trip from Honolulu to Makatea, the south Pacific guano and nitrate port. The vessel is being rapidly discharged of her cargo of phosphates and should be ready to sail to the French islands by the first of the coming week. The vessel will be supplied with 200 tons coal before departure from Honolulu.

**Mongolia Expected Saturday.**

One hundred or more passengers have been booked for the Coast in the Pacific Mail liner Mongolia, which is expected to be dispatched for San Francisco on Sunday morning. The Mongolia, from Oriental ports, is expected here on Saturday with two thousand tons cargo.

## TIDES--SUN AND MOON

Date	High Tide	Low Tide	High Tide	Low Tide	High Tide	Low Tide
Mar. 18	4:30 a.m.	1:30 p.m.	4:30 a.m.	1:30 p.m.	4:30 a.m.	1:30 p.m.
19	4:01 a.m.	1:42 p.m.	4:01 a.m.	1:42 p.m.	4:01 a.m.	1:42 p.m.
20	3:31 a.m.	1:53 p.m.	3:31 a.m.	1:53 p.m.	3:31 a.m.	1:53 p.m.
21	3:01 a.m.	2:04 p.m.	3:01 a.m.	2:04 p.m.	3:01 a.m.	2:04 p.m.
22	2:31 a.m.	2:15 p.m.	2:31 a.m.	2:15 p.m.	2:31 a.m.	2:15 p.m.
23	2:01 a.m.	2:26 p.m.	2:01 a.m.	2:26 p.m.	2:01 a.m.	2:26 p.m.
24	1:31 a.m.	2:37 p.m.	1:31 a.m.	2:37 p.m.	1:31 a.m.	2:37 p.m.

New moon March 18 at 10:38 a. m.

## WEATHER TODAY

Temperature—6 a. m., 65; 8 a. m., 72; 10 a. m., 73; noon, 75; morning minimum, 64.  
Barometer at 8 a. m., 30.06; dew point, 8 a. m., 62; relative humidity, 8 a. m., 71; absolute humidity, 8 a. m., 5.275.  
Wind—6 a. m., velocity 4, direction N. W.; 8 a. m., velocity 3, direction N.; 10 a. m., velocity 13 direction E.; noon, velocity 8, direction N. E.  
Total wind movement, 24 hours ending 8 a. m., 147 miles.  
Rainfall for 24 hours ending 8 a. m., .11 inch.

## VESSELS TO AND FROM THE ISLANDS

(Special Cable to Merchants' Exchange.)

**Tuesday, March 19.**  
**YOKOHAMA**—Sailed, March 19, S. S. Nippon Maru, for Honolulu.  
**PORT ALLEN**—Sailed, March 18, S. S. Alaska, for Salina Cruz.  
**SIVA**—Sailed, March 19, S. S. Zenlandia, for Honolulu.  
**SYDNEY**—Arrived, March 19, S. S. Marama, hence February 28.

Mail for South and Central America per S. S. Kiyo Maru closes this afternoon about 2 o'clock.

**Kiyo Maru Remains Outside.**

The Toyo Kisen Kaisha freighter Kiyo Maru, from Hongkong by way of Japanese ports of call, remained off the harbor this morning, her master, Captain Togo stating that he merely called for orders, as no supplies were required.

The Kiyo Maru is well laden with Oriental cargo destined for Central and South American ports. The steamer is expected to sail for the west coast of South America this afternoon.

The Kiyo Maru carries in transit one cabin, three second class and ninety-three third class passengers who are, in the main, Asiatics. The vessel met with some rough weather after leaving Yokohama but sustained no damage. Captain Togo this morning confirmed the exclusive story appearing in the Bulletin concerning the plight of that steamer on leaving Honolulu some months ago without sufficient coal to carry her through to Yokohama. He also substantiated the report that the chief engineer committed suicide by leaping overboard before the vessel reached her first Japanese port.

**Ritner Back from San Francisco.**

The R. P. Ritner, one of the few remaining backs now displaying the American flag along the Coast and in the islands, was an arrival from San Francisco, the passage being made in a trifle under nineteen days according to report from Captain Nilson, the veteran navigator.

The Ritner is well laden with general merchandise, her cargo totaling 1300 tons. The vessel is at present moored at the foot of Fort street, but will later shift to a berth at the upper end of the harbor.

Captain Nilson bears the distinction of having completed the last passage to the Coast in twelve days. He claims to have met with favorable wind almost from the moment of departing from Honolulu.

**Santa Maria Enters Coasting Trade.**

The American oil-tanker Santa Maria, now at Honolulu discharging 45,000 barrels fuel oil, has been enrolled at San Francisco customs house for the coasting trade. The Santa Maria is one of the regular fuel-oil carriers operated by the Union Oil Company between Port San Luis and Honolulu. The vessel will probably get away for the Coast today.

**Turner Soon Ready for Sea.**

The American schooner M. Turner, which arrived here on February 28th with lumber from Grass Harbor, has been undergoing a general cleaning and repainting on the marine railway. The vessel is expected to be made ready for sea and get alongside the quarantine wharf for fumigation within a short time.

**Restorer Is Being Coaled.**

Five hundred tons coal are being supplied the British cable steamer Restorer prior to the departure of that vessel on or about Thursday for Esquimaux. The Restorer has just returned from Midway Island, where her officers and experts completed the repairs to the cable.

**Arizonan Still in Port.**

The American-Hawaiian freighter Arizonan will be dispatched for Kahului and Hilo on Thursday afternoon, the vessel to take on sugar at the island ports before departure for Salina Cruz.

## PASSENGERS ARRIVED

Per M. N. S. S. Wilhelmina, from San Francisco.—For Honolulu: Jno. S. Adler, R. Buckholz, George Birmingham, Mr. and Mrs. C. H. Davis, C. F. Davis, Floyd Day, C. Dewey, Mrs. W. W. Goodale, Mr. and Mrs. Graham and children, Mrs. Emma A. Grayard, Miss E. Green, Master Richard Gurrey, Mr. and Mrs. A. Haneberg, Henry Haneberg, Miss L. Hathaway, Mrs. W. J. Hole, Hugh A. Latimer, J. Madden, Mrs. W. D. Manson, Miss H. L. Manson, Chas. Maupal, P. T. McHenry, Mrs. Ruby Moorehead, Kennedy Park, Mr. and Mrs. H. L. Pfeiffer, Miss J. Platter, H. G. Purcell, Mr. and Mrs. Hayward Reed, Mrs. S. K. Rindge, Mrs. Maud A. Roberts, Miss Louise E. Roberts, Mrs. H. Sternenn, Mrs. Frank Stevens, Miss M. Stevens, Miss Helen M. Stores, Dr. and Mrs. G. C. Taylor, Dr. and Mrs. F. E. Trotter, Miss Marian Trotter, Master John Trotter, Master Fred Trotter, Mr. and Mrs. Vain, Mr. and Mrs. G. H. Vicens, Miss Mollie Vicens, Master George Vicens, Master Herbert Vicens, Mrs. H. H. Wilcox, Mrs. A. G. Willey, Mr. Otto Wix, W. E. Woolsey, Miss Frances S. Woolsey, Miss Florence M. Woolsey, M. Yamashiro, Dr. Lillian Yalley, Mrs. A. Zahyere.

## WIRELESS MAN DELAYED CHINA

The Pacific Mail liner China was delayed in sailing for the Orient this morning pending the completion of arrangements for the transfer of Wireless Operator Wilson from the American oil steamer Santa Maria to the trans-Pacific passenger liner.

Robert Harrison, wireless man in the China and an employee of the United Wireless Company, was taken suddenly on the trip down from San Francisco and upon arrival here yesterday Harrison was released from further duty owing to his condition.

The China was scheduled to depart for Japan and China ports at 9 o'clock this morning but at that hour the vessel had no wireless operator. The Federal regulations particularly specify that every passenger-carrying vessel in the trans-Pacific trade which has accommodation for fifty or more passengers must be provided with a qualified wireless operator, and this was the snag that the Pacific Mail officials met with today.

A hurried consultation between Captain Emory Rice of the China, the Pacific Mail agents, and Captain Curtis of the Union Oil Company steamer Santa Maria followed, with the result that shortly after 10 o'clock Operator Wilson was transferred from the oil carrier to the China.

The China sailed with a dozen cabin and thirty steerage passengers for Oriental ports taken on at Honolulu. The sailing was attended by an unusual number of Chinese spectators who gathered at Alcatraz wharf to bid farewell to Wong San Ark and wife, who are going to Hongkong. Wong San Ark is the chief of the Chinese Free Masons of the United States, and has been invited to return to China to receive an important appointment at the hands of the new government. Another prominent Chinese leaving on the China was Sun Chun, who was accompanied by his family. Sun is the nephew of Dr. Sun Yat Sen the first provisional president of the new republic.

Inasmuch as the Santa Maria carries no passengers and has a crew of less than fifty officers and men, that vessel may sail for the coast without a wireless operator on her return to the oil port.

In the Police Court this morning a large number of boys, arrested last night by Chief of Detectives McHugh for being present at a place where a gambling game was being conducted were put on trial. The case occupied the entire morning, and at the request of the prosecution the matter was finally postponed until tomorrow morning. Judge Humphreys appeared for some of the boys.

## PEARL HARBOR CONSTRUCTION TO BE RUSHED

The Concannon Co., which holds the contract for the erection of the seven industrial buildings at Pearl Harbor, and also for the big storehouse, commenced work on the latter structure this morning. From now until completion, the work will be rushed, and with practically eight separate buildings jobs on hand, the Concannon concern will maintain a large force, and will have a thoroughly equipped building plant in operation.

The appropriation for the storehouse and fittings is \$100,000, the contract price for the building being \$86,683. The balance will be used for the erection of shelving, bins and steel wire compartments, in which the government property will be stored.

Three other contracts are to be let in the near future. On March 30 bids for the sewer system, to cost approximately \$30,000, will be opened in Washington. April 6 proposals for building the oiled macadam roads, another \$30,000 job, will be opened at the local naval station. April 13 is the date set for opening bids on the administration building, which is to cost about \$50,000. Some time ago tenders were made for this job, but it was found that all bids were way above the estimates, and all were thrown out. The specifications have now been revised, and it is believed that the building can be put up for the money available.

## EQUALIZATION BOARD MEETS

The Board of Tax Equalization met this morning and started systematic work in connection with fixing the tax assessment for the Territory. No details are to be given out for some time yet.

"It would not be fair," stated Treasurer Conkling, "to give out the valuation that is placed on one piece of property for that may not be the final estimate. We place our valuations and then after comparison equalize them as far as we can. When we have definitely decided on an assessment we will make the figures public of course."

**Decision Final.**  
At the meeting held yesterday afternoon the members decided that their decision shall be taken as final and that there shall be no appeal from it except through the tax appeal court. This will settle all the disputes that arose between the Treasurer and the Tax Assessor for Oahu.

## MAHUKA CASE

(Continued from Page 1)

The Judd building was more valuable than that occupied by Castle & Cooke, newly said that he gained this idea from personal observation as to the way in which people passed the corner. There were more, he stated, who turned round the Judd building corner than there were round the Castle & Cooke corner. Then he went on to relate how people came from King street down to Merchant street as told above.

The witness' observations as to the habits of the Honolulu people and their preference for the Ewa side of Fort street found the numerous spot in those present. Olson had to stop his cross-examination for a few seconds, and United States District Attorney Robert W. Breckons had to get up from his chair and go behind the case.

George Friedenberg, frequenter in Judge Monsarrat's court, was this morning fined \$15 and costs of court for assault and battery.

## Banana Claims

(Who is the "Sucker"—Now?)

See Harry T. Mills of the Past Due Agency, 848 Kaahumanu Street, for the collection of claims; the TIME is ripe—even if the FRUIT was unlawfully destroyed.

## ARRIVED

Tuesday, March 19.  
San Francisco—Wilhelmina, M. N. S. S., a. m.  
Seattle and Tacoma—Hilonian, M. N. S. S., a. m.

## DEPARTED

Monday, March 19.  
Orient—California, South Dakota and Colorado, p. m.  
San Francisco—Glacier, U. S. S., p. m.

Tuesday, March 19.  
Japan ports and Hongkong—China, P. M. S. S., 9 a. m.  
Mahukona and Kawaihae—Niihau, a. m.  
Honolulu and Papaaloa—Likilike, a. m.  
Hilo via way ports—Kilauea, a. m., 10 a. m.

## PASSENGERS BOOKED

Per M. N. S. S. Lurline, for San Francisco, March 19.—W. A. Baldwin, wife and two children; Miss G. C. Briggs, Mr. Cox, W. M. Cummer and wife, Mrs. W. Davidson and child, Miss Francis, Miss B. Grant, A. C. Griffin, Miss Hobart, C. A. Henry, Miss Hurd, R. L. Ireland, Mr. Jones, Mrs. H. G. Jackson and infant, C. F. Layday, Mrs. D. E. Loomis, Miss W. B. Long, Theo. McNeill and wife, W. J. Morris, Miss S. M. Nowell, Miss A. C. Nowell, J. Oswald Luttet, Mr. Pearson, Mrs. W. Pimental, I. N. Reeves and wife, Miss M. Sherman, Watson Snyder, Miss Tracy, Mr. Weil and wife, Miss C. Wray, C. G. White, wife and three children.

Per stmr. Mauna Loa, for Kaula ports, March 19.—J. E. Hughes.

Per stmr. Kinan, for Kona and Kaula ports, March 19.—J. K. Farley.

Per O. S. Sierra, for San Francisco, March 20.—Thos. Addison, Mrs. Addison, J. B. Adams, Mrs. Adams, Wm. Adam, Mrs. Adam, M. C. Alvarez, A. Allan, Mrs. Allan, Miss Allen, Miss E. Armstrong, Geo. M. d'Arckley, Mrs. d'Arckley, J. B. Askew, Mrs. Askew, two children and maid, H. Benner, Mrs. Benner, Miss Grace Buckley, Mrs. B. Bell, Mrs. E. D. B. Bradley, G. S. Butler, Mrs. Butler, J. H. Braley, Mrs. Braley, L. N. Brown, Rev. C. W. Brinard, Mrs. Brinard, Miss V. Buell, Mrs. S. J. Brunn, Mrs. J. S. Buell, Mrs. H. G. Boswell, Mrs. J. A. Campbell, Miss Campbell, J. A. Clark, Mrs. Clark, E. V. Carter, Mrs. Carter, J. J. Cappon, Mrs. Cappon, A. E. Cheney, Mrs. Cheney, Rev. J. A. Cooper, Rev. P. Cushman, H. D. Clow, Mrs. Clow, Miss Pearl Dyer, Miss Davenport, Miss Daniels, Mrs. M. L. Dow, Mrs. DeWolf, J. Deardfield, Mrs. J. B. Doernberg, P. Dietrich, Mrs. Davidson, Mrs. E. B. Eaton, Miss C. B. Eaton, Miss Florence Ede, Mrs. J. J. Foster, C. W. Foster, Mrs. Gill, P. Graves, Wm. Gibb, Mrs. Gibb and two children, V. S. Gifford, Mrs. Gifford, S. S. Gentle, Mrs. Gentle, Mrs. S. K. Huston, Miss Ruth Huston, Miss F. Henderson, T. J. Humbird, Mrs. Humbird, Miss J. D. Humbird, J. H. Hall, Mrs. Hall, S. T. Hills, Jno. Howe, Mrs. Howe, O. M. Husted, Mrs. Husted, F. P. Hogan, Miss Casey Hogan, Miss Mildred Hogan, Mrs. Herman Jones, C. S. Judd, Mrs. Judd, E. H. Johnston, Mrs. Johnston, Miss Helen Jones, E. S. Johnson, Mrs. Johnson, Miss Mary Johnson, Mrs. E. A. Kennedy, Wm. Klinger, Mrs. Klinger, John Kridler, Miss B. Kierstad, Miss Laura Kridler, Mrs. J. L. Lugiens, Dr. Hugh Lagan, Miss Long, J. J. Lynch, Mrs. J. Rappe Myers, Miss Gladys E. Myers, Mrs. M. L. Mitchell, D. R. Mills, Mrs. Mills, Miss N. McGee, O. Morrow, Mrs. D. McPherson, J. M. P. McManey, R. M. Nichols, W. S. Nichols, W. Norby, Mrs. Norby, Bishop E. W. Osborne, Rev. F. Okumura, I. N. Pattison, Mrs. Pattison, Mrs. C. A. Putney, J. D. Porter, Mrs. Porter, Dr. J. E. Pickard, Mrs. Pickard, A. J. Peck, Edw. Pollitz, A. C. Pillbury, Miss W. N. Radcliffe, Miss M. A. Rankin, J. Rotchild, Miss D. S. Rickard, A. F. Roeker, Mrs. Roeker, Dr. M. A. Robinson, J. J. Rodriguez, L. Ross, Miss M. A. Reyes, Mrs. J. Rosenberg, Mrs. J. B. Southgate, J. T. Smith, Mrs. Smith, Mrs. J. P. Schofield, Mrs. P. Sallor, Mrs. E. M. Seoby, Miss Seoby, C. Henry Smith, Miss L. B. Smith, D. B. Silva, Geo. P. Smith, D. W. Twoby, Mrs. Twoby and two children, Miss Mary Twoby, Mrs. L. Thompson, Mrs. I. Turney, Mrs. S. W. Tay and infant, George Vrandenburg, Mrs. Vrandenburg, G. J. Waller, Jr., Mrs. Stephen Wing, Miss A. K. Wilcox, J. L. Whitmore, C. P. Waterhouse, Mrs. J. Wallace, P. W. Webster, Mrs. Webster, T. Wick, Miss Florence Wick, Chas. E. Warn, Mrs. Warn, Mrs. Wm. Yordon, Miss Lucille Yordon, Mrs. Zoeder, P. A. Bonebrake, Mrs. Bonebrake, P. T. Brunsing, Mrs. Brunsing, P. Budgett, Mrs. Budgett, Mrs. Botford, F. D. Beveridge, Mrs. Beveridge and two children, Miss Briggs, H. K. Brooks, E. W. Brooks, Mrs. D. F. Brooks.

Per stmr. Mikahala, for Maui and Molokai ports, March 20.—Julius P. Gless and wife, Leong Quanson, Antonio Frago, Antonio Carvalho, James Morse, Joe Silva.

Per stmr. W. G. Hall, for Kaula ports, March 21.—Rev. J. M. Lydgate, S. W. Tay, Miss H. Decker, Mrs. G. R. Ewart, Jr. and two children, Judge and Mrs. Robinson, James Morse, C. Nishikawa, servant and Fukuya, Antonio Carvalho, G. Podmore.

Per stmr. Claudine, for Hilo, via way ports, March 22.—Mr. and Mrs. Murdoch, Mr. and Mrs. J. S. Goodell, E. Randolph.

There are more than fifty sugar plantations in Hawaii. American-Bulletin contains a description with accurate statistics of every property.</